THE OHIO PUBLIC WORKS COMMISSION
65 East State Street, Suite 312, Columbus, Ohio 43215 Phone (614) 466-0880

OHIO PUBLIC WORKS FOR YOU

APPLICATION FOR FINANCIAL ASSISTANCE

Revised 7/93 CB03A

IMPORTANT: Applicant should consult the "Instructions for Completion of Project Application" for assistance in the proper completion of this form.

SUBDIVISION: Hamilton County CODE # 061-00061

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 8/5/96

CONTACT: Joe Cottrill PHONE # (513) 632-8540
(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

PROJECT NAME: Race Road Improvement

SUBDIVISION TYPE
(Check Only 1)
X 1. County
__ 2. City
__ 3. Township
__ 4. Village
__ 5. Water/Sanitary District (Section 6119 O.R.C.)

FUNDING TYPE REQUESTED
(Check All Requested & Enter Amount)
X 1. Grant $1,530,164
__ 2. Loan $_____
__ 3. Loan Assistance $_____
MBE SET-ASIDE OFFERED
Construction $_____
Procurement $_____

PROJECT TYPE
(Check Largest Component)
X 1. Road
__ 2. Bridge/Culvert
__ 3. Water Supply
__ 4. Wastewater
__ 5. Solid Waste
__ 6. Stormwater

TOTAL PROJECT COST: $1,700,182 FUNDING REQUESTED: $1,530,164

DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: $ 1,530,164 LOAN ASSISTANCE: $_____
LOAN: $_____ %__TERM:___yrs. (Attach Loan Supplement)

(Check Only 1)
X State Capital Improvement Program
__ Local Transportation Improvements Program
__ Small Government Program

DISTRICT MBE SET-ASIDE:
Construction $_____
Procurement $_____

FOR OPWC USE ONLY

PROJECT NUMBER: C____ / C_____
Local Participation ____%
OPWC Participation ____%
Project Release Date: _____
OPWC Approval: _____

APPROVED FUNDING: $
Loan Interest Rate: _____%
Loan Term: _____years
Maturity Date: _____
Date Approved: _____

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS:
(Round to Nearest Dollar)

			MBE $	Force Account $
a.)	Project Engineering Costs:			
	1. Preliminary Engineering	$ N/A .00		
	2. Final Design	$ N/A .00		
	3. Other Engineer Services *	$ N/A .00		
	Supervision	$ N/A .00		
	Miscellaneous	$ N/A .00		
b.)	Acquisition Expenses:			
	1. Land	$ N/A .00		
	2. Right-of-Way	$ N/A .00		
c.)	Construction Costs:	$ 1,700,182.00		
d.)	Equipment Purchased Directly:			
e.)	Other Direct Expenses:	$ N/A .00		
f.)	Contingencies:	$ .00		
g.)	TOTAL ESTIMATED COSTS:	$ 1,700,182.00		

1.2 PROJECT FINANCIAL RESOURCES:
(Round to Nearest Dollar and Percent)

				%
a.)	Local In-Kind Contributions	$ N/A .00		
b.)	Local Public Revenues	$ 170,018 .00		10
c.)	Local Private Revenues	$ N/A .00		
d.)	Other Public Revenues			
	1. ODOT PID# _____	$ N/A .00		
	2. EPA/OWDA	$ N/A .00		
	3. OTHER	$ N/A .00		
SUB TOTAL LOCAL RESOURCES:			$ 170,018.00	10
e.)	OPWC Funds			
	1. Grant	$ 626,889.00		37
	2. Loan	$ 903,275.00		53
	3. Loan Assistance	$ 0.00		
SUB TOTAL OPWC RESOURCES:			$ 1,530,164 .00	92.7
f.)	TOTAL FINANCIAL RESOURCES:		$ 1,700,182 .00	100%

*Other Engineer's Services must be outlined in detail on the required certified engineer's estimate.

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a summary from the Chief Financial Officer listed in section 5.2 listing all local share funds budgeted for the project and the date they are anticipated to be available.

2.0 PROJECT INFORMATION

IMPORTANT: If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: Race Road Improvement

2.2 BRIEF PROJECT DESCRIPTION – (Sections a through d):

a.) SPECIFIC LOCATION: The project limits are as follows:

Race Road from Bridgetown Road to Westward Northern Boulevard

PROJECT ZIP CODE: 45211

b.) PROJECT COMPONENTS:

1) Remove existing pavement
2) Base repair/replacement as necessary
3) Add a "drop off" lane at the Bridgetown School
4) Widen roadway to 42' b/b curbs
5) Install new vertical concrete curb
6) Replace storm drainage system
7) Surface with asphaltic concrete
8) Rehabilitation of Marie Avenue, including #1, 2, 5, 6, 8 above

c.) PHYSICAL DIMENSIONS / CHARACTERISTICS:

The present roadway is 36' wide (b/b curbs). The length of the proposed project is 2100 LF or 0.40 miles. The present roadway is striped for three 12' lanes. The proposed project will widen the roadway by 6', and allow striping for four 10.50' lanes.

d.) DESIGN SERVICE CAPACITY:

IMPORTANT: Detail shall be included regarding current service capacity vs proposed service level. If roador bridge project, include ADT. If water or wastewater project, include both current residential rates based on monthly usage of 7,756 gallon per household.
Attach current rate ordinance.

ADT = 34,975 - See attached documentation. This project will increase the capacity of the roadway by approximately 7.3%.

2.3 USEFUL LIFE / COST ESTIMATE: **Project Useful Life: 25 Years.**

Attach Registered Professional Engineer's statement, with original seal and signature certifying the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT	$ 1,530,164.00	90 %
State Funds Requested for Repair and Replacement	$ 1,530,164.00	90 %
TOTAL PORTION OF PROJECT NEW/EXPANSION	$ 170,018.00	10 %
State Funds Requested for New and Expansion	$ 0.00	0 %

(SCIP Project Grant Funding for New and Expansion cannot exceed 50% of the Total Project Costs.)

**NOTE: This is a grant/loan request

4.0 PROJECT SCHEDULE:*

		BEGIN DATE	END DATE
4.1	Engineering/Design:	8 / 2 / 93	6 / 30 / 96
4.2	Bid Advertisement:	7 /15 / 97	7 /30 / 97
4.3	Construction:	8 / 2 / 97	12 / 31 /97

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be approved in writing by the Commission once the Project Agreement has been executed. Dates should assume project agreement approval/release on July 1st. of the Program Year applied for.

5.0 APPLICANT INFORMATION:

5.1 CHIEF EXECUTIVE OFFICER: William W. Brayshaw
TITLE: Hamilton County Engineer
STREET: 138 E. Court Street, Room 700
County Administration Building
CITY/ZIP: Cincinnati, OH 43202
PHONE: (513) 632 - 8630
FAX: (513) 723 - 9748

5.2 CHIEF FINANCIAL OFFICER: Dusty Rhodes
TITLE: Hamilton County Auditor
STREET: 138 E. Court Street, Room 304
County Administration Building
CITY/ZIP: Cincinnati, OH 43202
PHONE: (513) 632 - 8212
FAX: (513) 723 - 9748

5.3 PROJECT MANAGER: Steve Mary
TITLE: Bridge Engineer
STREET: 138 E. Court Street, Room 700
County Administration Building
CITY/ZIP: Cincinnati, OH 43202
PHONE: (513) 632 - 8527
FAX: (513) 723 - 9748

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Check each section below, confirming that all required information is included in this application.

__X__ A certified copy of the legislation by the governing body of the applicant authorizing a designated official to submit this application and execute contracts. (Attach)

__X__ A summary from the applicant's Chief Financial Officer listing all local share funds budgeted for the project and the date they are anticipated to be available. (Attach)

__X__ A registered professional engineer's estimate of projects useful life and cost estimate, as required in 164-1-14 and 164-1-16 of the Ohio Administrative Code. Estimates shall contain engineer's original seal and signature. (Attach)

____ A copy of the cooperation agreement(s) if this project involves more than one subdivision or district.(Attach)

__X__ Capital Improvements Report: (Required by 164 O.R.C. on standard form)

___ A: Attached.

__X__ B: Report/Update Filed with the Commission within the last twelve months.

____ Floodplain Management Permit: Required if project is in 100 year floodplain. See Instructions.

__X__ Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), and other information to assist your district committee in ranking your project.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) that to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) that all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving minority business utilization, Buy Ohio, and prevailing wages.

IMPORTANT:Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

William W. Brayshaw, P.E.-P.S., Hamilton County Engineer
Certifying Representative (Type or Print Name and Title)

William W. Brayshaw 9-25-96
Signature/Date Signed

County of Hamilton

WILLIAM W. BRAYSHAW, P.E.-P.S. COUNTY ENGINEER

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

CINCINNATI, OHIO 45202-1258

PHONE (513) 632-8523 FAX (513) 723-9748

STATEMENT OF USEFUL LIFE

As required by Chapter 164-1-13 of the Ohio Administrative Code, I hereby certify that the Race Road Improvement project will have a useful life of at least 25 years.

CONSTRUCTION COSTS:

The opinion of Project Construction Costs is based on current unit price experience and is subject to adjustment upon completion of detailed plans and receipt of an acceptable proposal by a qualified contractor.

William W. Brayshaw

WILLIAM W. BRAYSHAW, P.E.- P.S.
HAMILTON COUNTY ENGINEER

PROJECT : RACE ROAD IMPROVEMENT
ENG. EST.: $1,700,182.00

REF NO	ITEM NO.	DESCRIPTION	UNIT	QUANT	UNIT	TOTAL
1	201	CLEARING & GRUBBING	LS	1	50500.00	$50,500.00
2	202	CONCRETE DRIVE REMOVED	SY	102	2.00	$204.00
3	202	EXCAVATION	CY	466	25.00	$11,650.00
4	202	INLET REMOVED	EA	8	250.00	$2,000.00
5	202	MANHOLE REMOVED	EA	2	500.00	$1,000.00
6	202	PIPE REMOVED	LF	400	10.00	$4,000.00
7	202	WALK REMOVED	SF	688	2.00	$1,376.00
8	203	EMBANKMENT	CY	7	25.00	$175.00
9	203	SUBGRADE COMPACTION	SY	904	1.50	$1,356.00
10	205	SPECIAL FILL MATERIAL (NO. 3 GRAVEL BEDD)	TON	10	15.00	$150.00
11	301	BITUMINOUS AGGREGATE BASE	CY	88	35.00	$3,080.00
12	301	BITUMINOUS AGGREGATE BASE (DRIVES)	CY	4	45.00	$180.00
13	304	AGGREGATE BASE - 10"	CY	251	35.00	$8,785.00
14	304	AGGREGATE BASE - 6"	CY	100	25.00	$2,500.00
15	404	ASPHALT CONCRETE, AC - 20 , AS PER PLAN	CY	38	55.00	$2,090.00
16	404	ASPHALT CONCRETE, AC - 20 , (DRIVES)	CY	2	100.00	$200.00
17	452	PPCCP - 7"	SY	102	25.00	$2,550.00
18	602	CON MASON, CL C, ENC., CRADLE, & KEY BL.	CY	10	100.00	$1,000.00
19	602	CONCRETE MASONRY, CLASS "C"	CY	10	50.00	$500.00
20	603	12" STM	LF	343	35.00	$12,005.00
21	603	12" CONDUIT, TYPE B, 706.02, CL. IV	LF	2,750	125.00	$343,750.00
22	603	15" STM	LF	80	40.00	$3,200.00
23	603	21" STM	LF	144	45.00	$6,480.00
24	603	24" STM	LF	334	50.00	$16,700.00
25	603	36" STM	LF	361	55.00	$19,855.00
26	603	42" STM	LF	23	60.00	$1,380.00
27	603	4" PVC DOWNSPOUT CONNECTIONS	EA	1	100.00	$100.00
28	603	6" CONDUIT	LF	200	150.00	$30,000.00
29	603	8" CONDUIT	LF	1,550	160.00	$248,000.00
30	604	CATCH BASIN, CB-3	EA	7	1500.00	$10,500.00
31	604	CATCH BASIN, CB-3A	EA	4	1500.00	$6,000.00
32	604	MANHOLE, MH-3	EA	10	2000.00	$20,000.00
33	604	MANHOLE, TYPE "S"	EA	14	4500.00	$63,000.00
34	604	SAN MANHOLE ADJ. TO GRADE	EA	2	750.00	$1,500.00
35	606	6" UNDERDRAIN	LF	200	10.00	$2,000.00
36	608	CONCRETE WALK, 5"	SF	688	5.00	$3,440.00
37	609	CURB, TYPE 6	LF	658	12.00	$7,896.00
38	614	MAINTAINING TRAFFIC	LS	1	75000.00	$75,000.00
39	619	FIELD OFFICE	LS	1	10000.00	$10,000.00
40	623	CONSTRUCTION LAYOUT STAKES	LS	1	15000.00	$15,000.00
41	626	SHEETING & BRACING ORDERED LEFT IN PL	MFBM	5	100.00	$500.00
42	659	SEEDING & MULCHING	SY	251	3.00	$753.00
43	SPL	CONTINGENCIES	LS	1	200000.00	$200,000.00
44	SPL	FENCE REMOVE & RESET	LF	500	10.00	$5,000.00
45	SPL	GEOGRID	SY	904	5.00	$4,520.00
46	SPL	PERFORMANCE BOND	LS	1	1000.00	$1,000.00
47	SPL	WATER WORKS ITEMS	LS	1	499307.00	$499,307.00
						$1,700,182.00

County of Hamilton

WILLIAM W. BRAYSHAW, P.E.-P.S. COUNTY ENGINEER

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

CINCINNATI, OHIO 45202-1258

PHONE (513) 632-8523 FAX (513) 723-9745

August 5, 1996

STATUS OF FUNDS REPORT

Project: Race Road Improvement

This is to certify that the sum of $170,018.00 is available as the local matching funds in connection with the application for State Capital Improvement Funds for the above mentioned project.

The source of the local match will be Hamilton County Funds. Local matching funds will be encumbered and certified upon completion of the Project Agreement with the Ohio Public Works Commission.

Chief Executive Officer: _____
WILLIAM W. BRAYSHAW, P.E.-P.S.
HAMILTON COUNTY ENGINEER

Chief Financial Officer: _____
DUSTY RHODES
HAMILTON COUNTY AUDITOR

COM'RS MIN.
VOL. 263
AUG 28 1996
IMAGE 5785

RESOLUTION

APPOINTING WILLIAM W. BRAYSHAW, P.E., P.S., HAMILTON COUNTY ENGINEER, AS CHIEF EXECUTIVE OFFICER OF HAMILTON COUNTY FOR PURPOSES OF APPLYING FOR INFRASTRUCTURE FUNDING

BY THE BOARD:

WHEREAS, the State Capital Improvement Program and Local Transportation Improvement Program provide for infrastructure funding; and

WHEREAS, the District 2 Integrating Committee is accepting applications for projects within Hamilton County, the State of Ohio; and

WHEREAS, Hamilton County is applying for infrastructure repair and replacement projects; and

WHEREAS, the Ohio Public Works Commission requires that a Chief Executive Officer be appointed;

NOW, THEREFORE, BE IT RESOLVED by the Board of County Commissioners of Hamilton County, Ohio, that William W. Brayshaw be appointed to the position of Chief Executive Officer for the Political Subdivision of Hamilton County for the purpose of applying for infrastructure funding and to execute such agreements with the Ohio Public Works Commission.

ADOPTED at a regularly adjourned meeting of the Board of County Commissioners of Hamilton County, Ohio, this 28th day of August, 1996.

Mr. Bedinghaus AYE Mr. Dowlin AYE Mr. Guckenberger AYE

CERTIFICATE OF CLERK

IT IS HEREBY CERTIFIED that the foregoing is a true and correct transcript of a resolution adopted by the Board of County Commissioners in session the 28th day of August, 1996.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the Official Seal of the Office of the Board of County Commissioners of Hamilton County, Ohio, this 28th day of August, 1996.

Jacqueline Panioto, Clerk
Board of County Commissioners
Hamilton County, Ohio

County of Hamilton

WILLIAM W. BRAYSHAW, P.E.-P.S. COUNTY ENGINEER

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

CINCINNATI, OHIO 45202-1258

PHONE (513) 632-8523 FAX (513) 723-9748

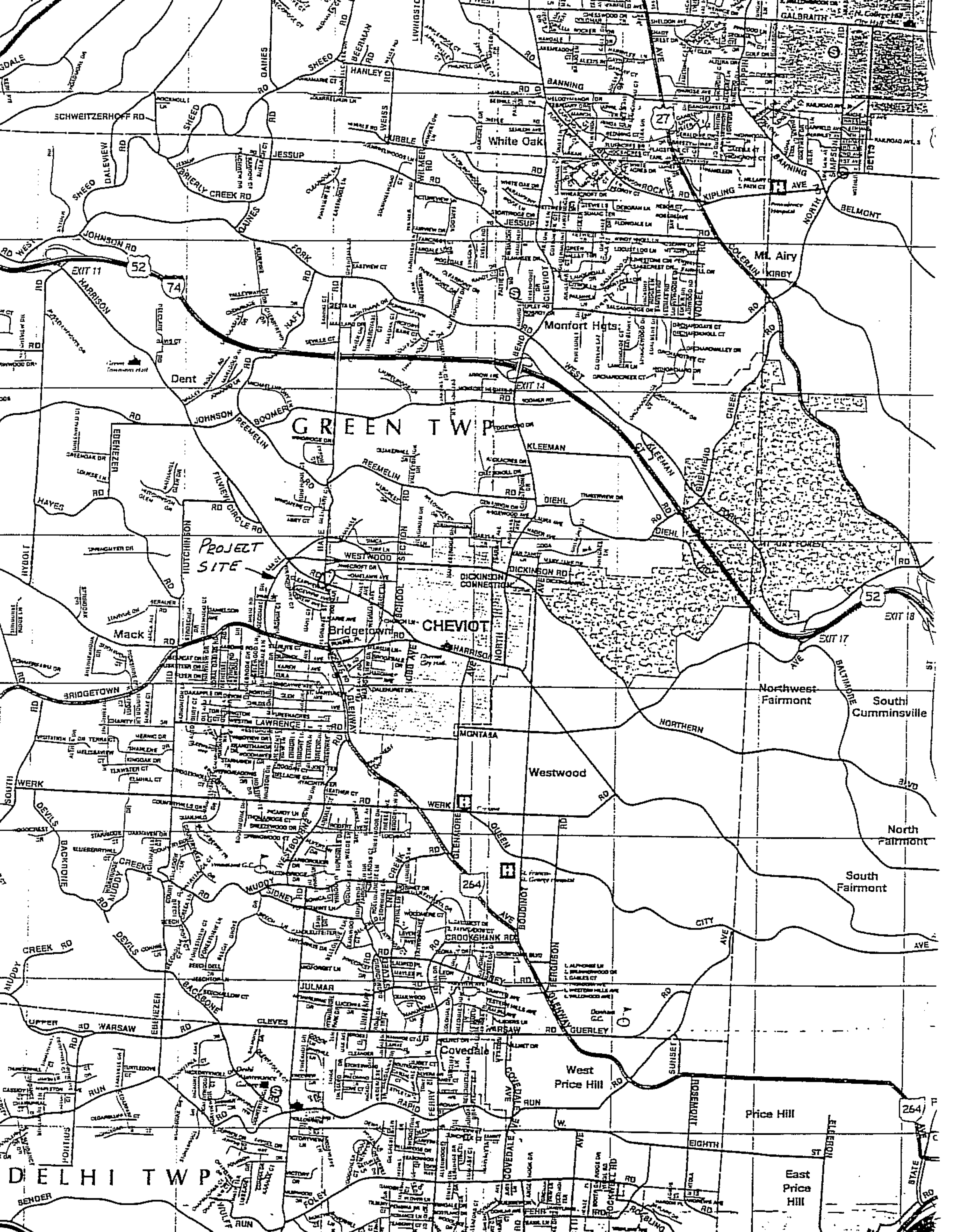
RIGHT - OF - WAY

STATUS REPORT
RACE ROAD IMPROVEMENT
WIDENING PROJECT

HAMILTON COUNTY:

Hamilton County is responsible for 55 parcels. Of these, 9 are for permanent right-of-way (warranty deed) and 46 are temporary.

Hamilton County has formally established this project, giving the power of eminent domain if necessary. All right-of-way parcels are expected to be acquired by December 1, 1996.


PROJECT SITE
GREEN TWP
DELHI TWP
CHEVIOT
Bridgetown
White Oak
Mt. Airy
Monfort Hgts.
Dent
Mack
Westwood
Northwest Fairmont
South Cumminsville
North Fairmont
South Fairmont
Covedale
West Price Hill
Price Hill
East Price Hill
EXIT 11
EXIT 14
EXIT 17
EXIT 18
52
74
27
264
HARRISON
COLERAIN
GLENMORE
BOUDINOT
WERK
QUEEN CITY
CLEVES WARSAW
GUERLEY
GLENWAY
NORTH BEND
NORTHERN
MONTANA
KLEEMAN
DIEHL
REEMELIN
BOOMER
JOHNSON
BRIDGETOWN
WESTWOOD
DICKINSON
JESSUP
BANNING
KIPLING
BELMONT
CROOKSHANK
JULMAR
SUNSET
EIGHTH
FOLEY
BENDER
RAPID RUN
MUDDY CREEK
DEVILS BACKBONE
SCHWEITZERHOFF RD
HUTCHINSON
EBENEZER
SHEED
DAMES
BEERMAN
HANLEY
HUBBLE
WEISS
WESTBOURNE
ROSEMONT

County of Hamilton

WILLIAM W. BRAYSHAW, P.E.-P.S. COUNTY ENGINEER

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CERTIFICATION OF TRAFFIC COUNT

As required by the District 2 Integrating Committee, I hereby certify that the traffic counts herein attached to the Race Road Improvement project application are a true and accurate count done by the Hamilton County Engineer's Office, Traffic Division.

William W. Brayshaw

WILLIAM W. BRAYSHAW, P.E.- P.S.
HAMILTON COUNTY ENGINEER

MANUAL TRAFFIC COUNT
TRAFFIC DEPARTMENT

OFFICE OF
William W. Brayshaw, P.E.-P.S.
HAMILTON COUNTY ENGINEER

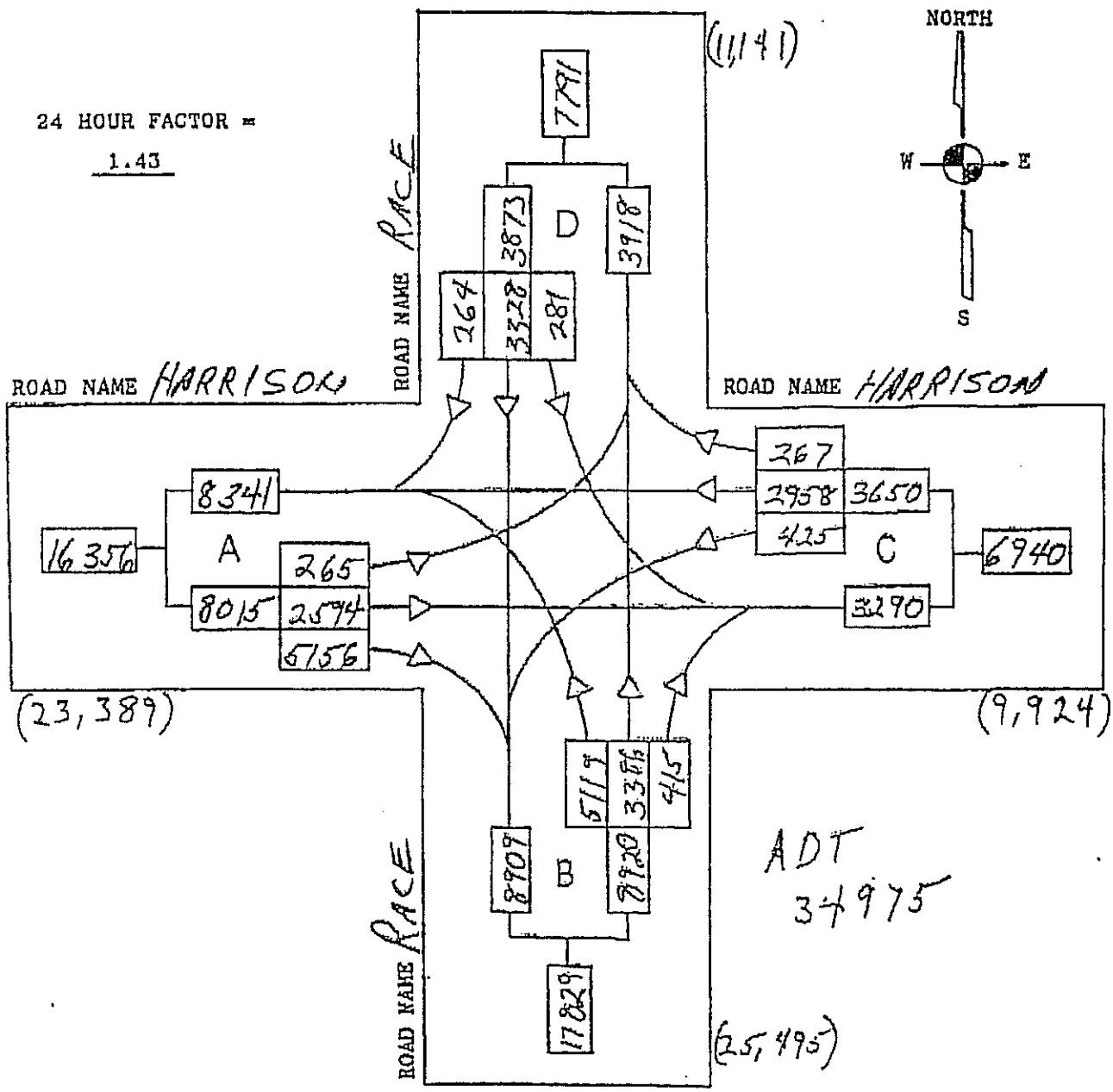
HAMILTON COUNTY
STATE OF OHIO

COUNT DATE: 4/15/93
COUNT BY: R. DEXTER
TABULATED BY: R. DEXTER

TOWNSHIP: GREEN
VILLAGE:
CITY:

VEHICULAR TRAFFIC AT INTERSECTION OF

RACE & HARRISON



THE TABULATIONS ON THIS SHEET FOR 12 HRS. – FROM 6:00 A.M. TO 6:00 P.M.

William W. Brayshaw, P.E.-P.S.
Hamilton County Engineer

Traffic Department

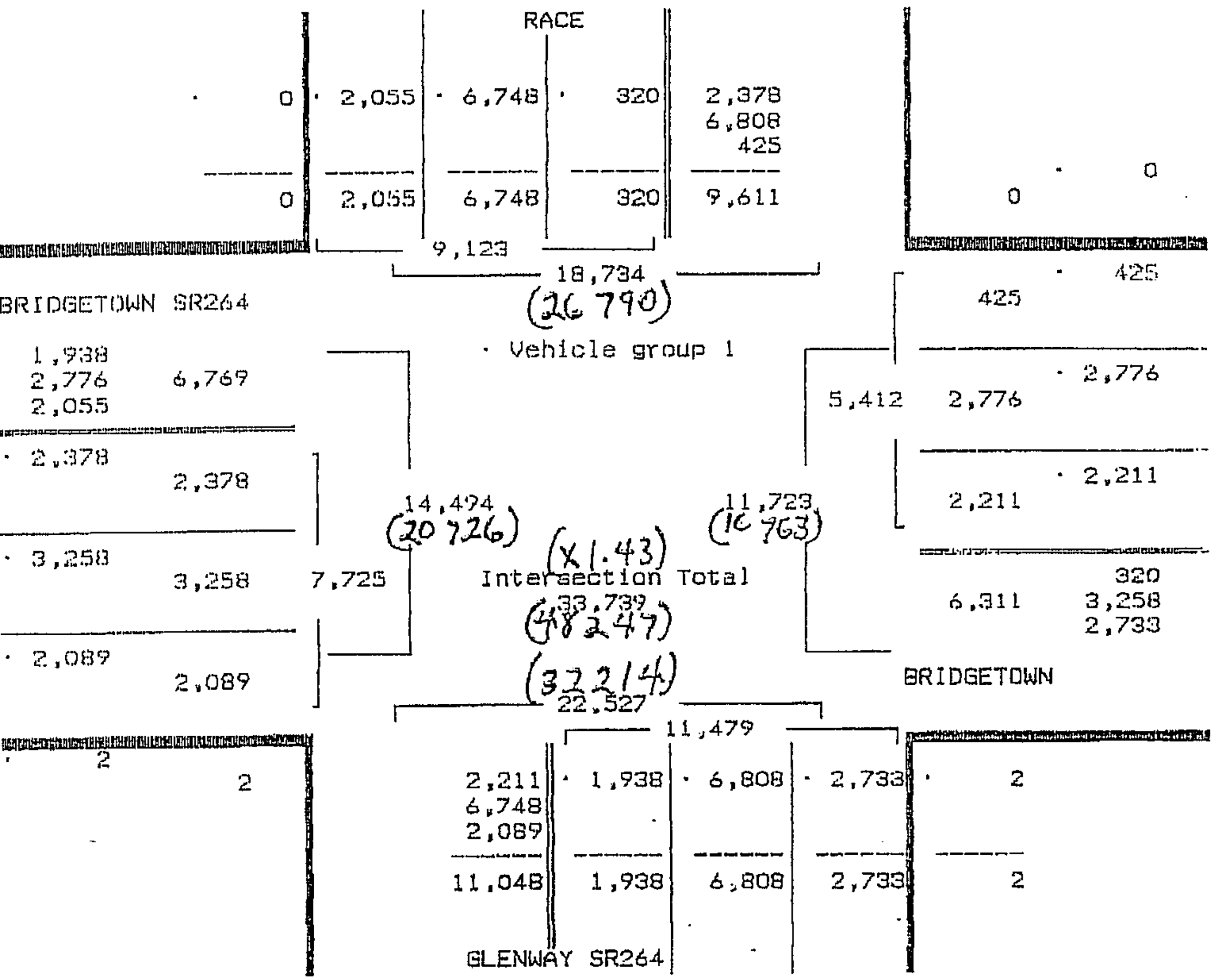
Vehicle group 1

Township : Green
Weather : Clear and Cold
Counted by: R. Dexter
Machine # : 3

Site Code : 00000000
Start Date: 03/03/94
File I.D. : RACBRGT3]001
Page : 3

RACE Southbound			BRIDGETOWN Westbound			GLENWAY SR264 Northbound			BRIDGETOWN SR264 Eastbound			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total

Date 03/03/94



ACCIDENT EVALUATION TBH 8/25/95

Race Road Corridor

Location	ADT	Accidents	Accidents per Million Vehicles	Year
Race Rd. and Harrison Rd. Intersection	34,975	23	1.8	1994

Comments: The accident rate exceeds the typical rate of 1.0 accidents per million vehicles entering an intersection by 80 percent. This indicates a highly significant concern.

HCM: SIGNALIZED INTERSECTION SUMMARY 09-05-1995

Center For Microcomputers In Transportation

)eets: (E-W) HARRISON (N-S) RACE

Analyst: TBH File Name: HARRACFT.HC9

Area Type: Other 9-1-95 PM PK

Comment: FUTURE GEOMETRY AND EXISTING TRAFFIC

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes		> 2	1		> 2	<	2	1	<	1	1	<
Volumes	30	353	670	43	405	45	598	376	29	37	468	27
Lane Width		10.0	11.0		10.0		10.0	11.0		12.0	12.0	
RTOR Vols			0			0			0			0

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left	*			
Thru	*				Thru	*	*		
Right	*				Right	*	*		
Peds	*				Peds		*		
WB Left	*				SB Left		*		
Thru	*				Thru		*		
Right	*				Right		*		
Peds	*				Peds		*		
NB Right					EB Right	*			
SB Right					WB Right				
Green	32.0P				Green	30.0A	32.0A		
Yellow/A-R	5.0				Yellow/A-	5.0	4.0		
Lost Time	3.0				Lost Time	3.0	3.0		

Cycle Length: 108.0 secsPhase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Group: Mvmts	Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LT	848	2694	0.50	0.31	23.3	C	15.9	C
	R	991	1551	0.71	0.64	11.5	B		
WB	LTR	610	1938	0.89	0.31	37.7	D	37.7	D
NB	L	954	3219	0.66	0.30	26.5	D	18.8	C
	TR	1136	1805	0.38	0.63	7.5	B		
SB	L	161	526	0.24	0.31	21.5	C	39.8	D
	TR	570	1867	0.91	0.31	41.2	E		

Intersection Delay = 24.5 sec/veh Intersection LOS = C

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.824

HCM: SIGNALIZED INTERSECTION SUMMARY 09-05-1995
Center For Microcomputers In Transportation

Streets: (E-W) HARRISON (N-S) RACE
Analyst: TBH File Name: HARRACEX.HC9
Area Type: Other 9-1-95 PM PK
Comment: EXISTING GEOMETRY AND EXISTING TRAFFIC

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes		> 2	<		> 2	<	1	1	<	1	1	<
Volumes	30	353	670	43	405	45	598	376	29	37	468	27
Lane Width		10.0			10.0		12.0	12.0		12.0	12.0	
RTOR Vols			0			0			0			0

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left	*	*	
Thru	*				Thru	*	*	
Right	*				Right	*	*	
Peds	*				Peds		*	
WB Left	*				SB Left		*	
Thru	*				Thru		*	
Right	*				Right		*	
Peds	*				Peds		*	
NB Right					EB Right			
SB Right					WB Right			
Green	32.0P				Green	30.0A	32.0A	
Yellow/A-R	5.0				Yellow/A-	5.0	4.0	
Lost Time	3.0				Lost Time	3.0	3.0	

Cycle Length: 108.0 secsPhase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LTR	882	2802	1.32	0.31	*	*	*	*
WB	LTR	610	1938	0.89	0.31	37.7	D	37.7	D
NB	L	529	1787	1.06	0.63	65.8	F	42.2	E
	TR	1172	1861	0.36	0.63	7.4	B		
SB	L	161	526	0.24	0.31	21.5	C	39.8	D
	TR	570	1867	0.91	0.31	41.2	E		

Intersection Delay = * (sec/veh) Intersection LOS = *

(g/C)*(V/c) is greater than one. Calculation of D1 is infeasable.

INVENTORY REPORT

Site Name : HAMILTON COUNTY ENGINEER
Database Name : E:HAMCO
Report Date: AUG/10/1995

Network ID: All
Branch Number: 145 299 327 280
Section Number: A B C D E
Branch Use: All
Surface Type: All
Pavement Rank: All
Zone: GR SYC SYM COLU
Section Category: All
Section Area: All

Network	Branch Num	Branch Use	Section Num/Cat/ Family /Zone/Rank/Type/	Length(LF) / Area(SF)
NONE	145	ROADWAY	A / O /DEFAULT /GR / P /APC/	2437.00/ 82858.00
			FROM: BRIDGETOWN SR 264 TO: HARRISON 2437	
			B / H /DEFAULT /GR / P /AAC /	1199.00/ 40766.00
			FROM: HARRISON AV TO: PVMT CHANGE 3636	
			C / F /DEFAULT /GR / S /AAC /	4903.00/ 112769.00
			FROM: BOOMER 8819 TO: WEST FORK 13722 88-03	
RACE	*		AREA OF SELECTED SECTIONS:	236393.00
NONE	280	OTHER	A / H /DEFAULT /SYC / S /AAC/	9317.00/ 214291.00
			FROM: SHARONVILLE ECL 33913 TO: SNIDER 43230 SYC/SYM TL	
			B / H /DEFAULT /SYM / S /AAC /	6232.00/ 143336.00
			FROM: SNIDER 43230 SYC/SYM TL. TO: WELLER 49462 MONT. WCL	
			C / /DEFAULT /SYM / S /AC /	6339.00/ 120441.00
			FROM: MONTGOMERY ECL 52233 TO: LOVELAND RD 58572	
			D / /DEFAULT /SYM / S /AC /	4595.00/ 87305.00
			FROM: LOVELAND RD 58572 TO: LOVELAND WCL 63167	
EAST KEMPER			AREA OF SELECTED SECTIONS:	565373.00
NONE	299	OTHER	A / M /DEFAULT /SYM / S /AC /	1482.00/ 29640.00
			FROM: INDIAN HILL NCL 11064 TO: SR 126 12546	
			B / Q /DEFAULT /SYM / S /AAC /	8049.00/ 193176.00
			FROM: SR 126 12546 TO: PAVEMENT CHANGE 20595	
LOVELAND MADEIRA			C / Q /DEFAULT /SYM / P /AAC /	4045.00/ 242700.00
			FROM: PAVEMENT CHANGE 20595 TO: PAVEMENT CHANGE 24640	
			D / Q /DEFAULT /SYM / S /AAC /	6414.00/ 192420.00

* SEE THE ATTACHED SECTION REPORT

Section Prediction Report

Report Date: AUG/10/1995

Network: NONE Branch Number: 299 Section Number: D Family Name: DEMOAC

Last Inspection Date:	MAR/07/1991	Age:	18.595	PCI: 77
Projection Date :	SEP/31/1995	Age:	23.095	PCI: 68
Projection Date :	SEP/31/1996	Age:	24.095	PCI: 67
Projection Date :	SEP/31/1997	Age:	25.095	PCI: 67
Projection Date :	SEP/31/1998	Age:	26.095	PCI: 67
Projection Date :	SEP/31/1999	Age:	27.095	PCI: 67

Section Prediction Report

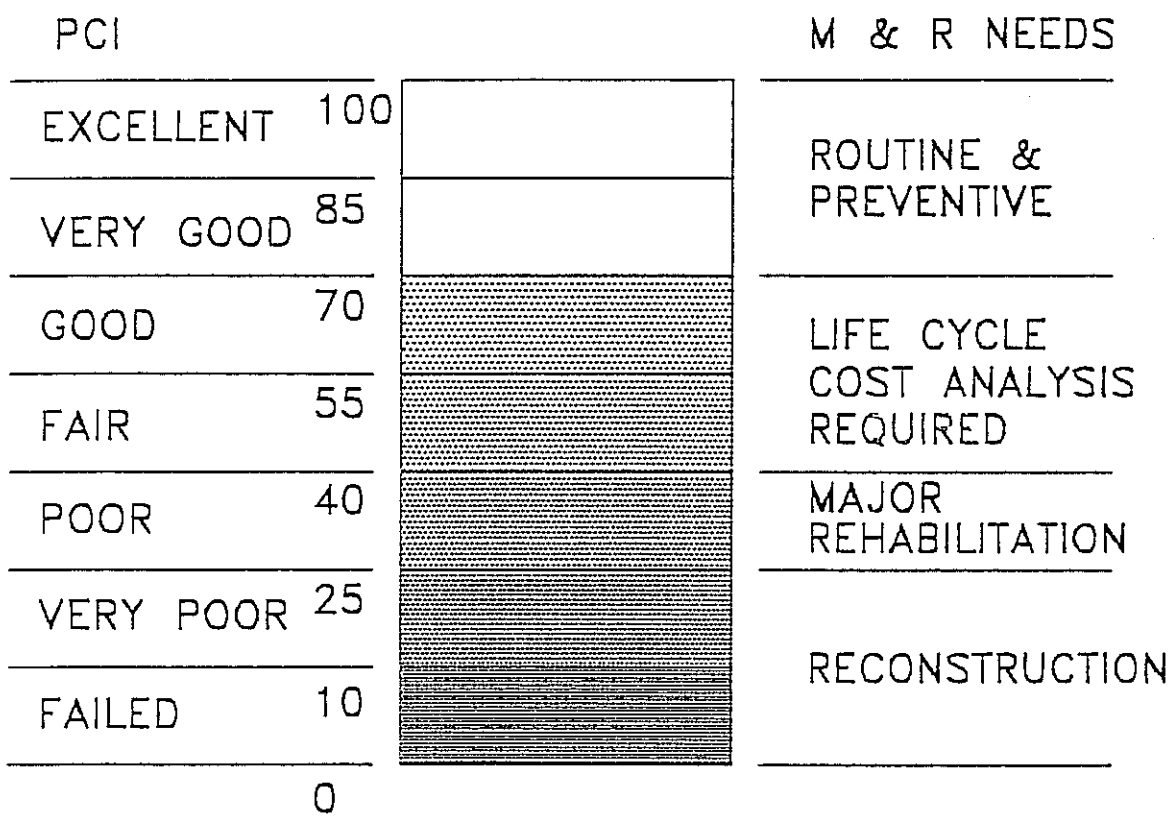
Report Date: AUG/10/1995

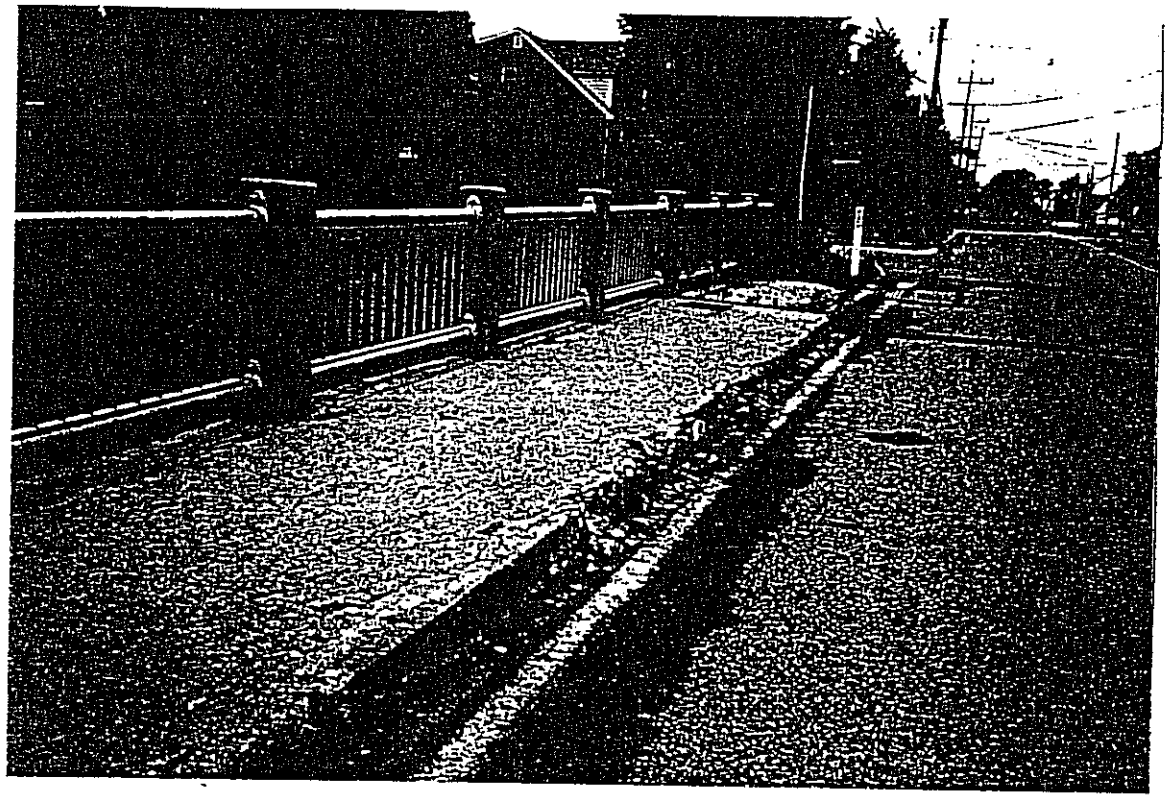
Network: NONE Branch Number: 145 Section Number: A Family Name: DEMOAC

Last Inspection Date:	FEB/16/1994	Age:	26.631	PCI: 51	
Projection Date :	SEP/31/1995	Age:	28.214	PCI: 42	NEARLY *
Projection Date :	SEP/31/1996	Age:	29.214	PCI: 36	FAILED
Projection Date :	SEP/31/1997	Age:	30.214	PCI: 31	
Projection Date :	SEP/31/1998	Age:	31.214	PCI: 26	
Projection Date :	SEP/31/1999	Age:	32.214	PCI: 21	

* SEE THE ATTACHED PCI RATING SCHEDULE

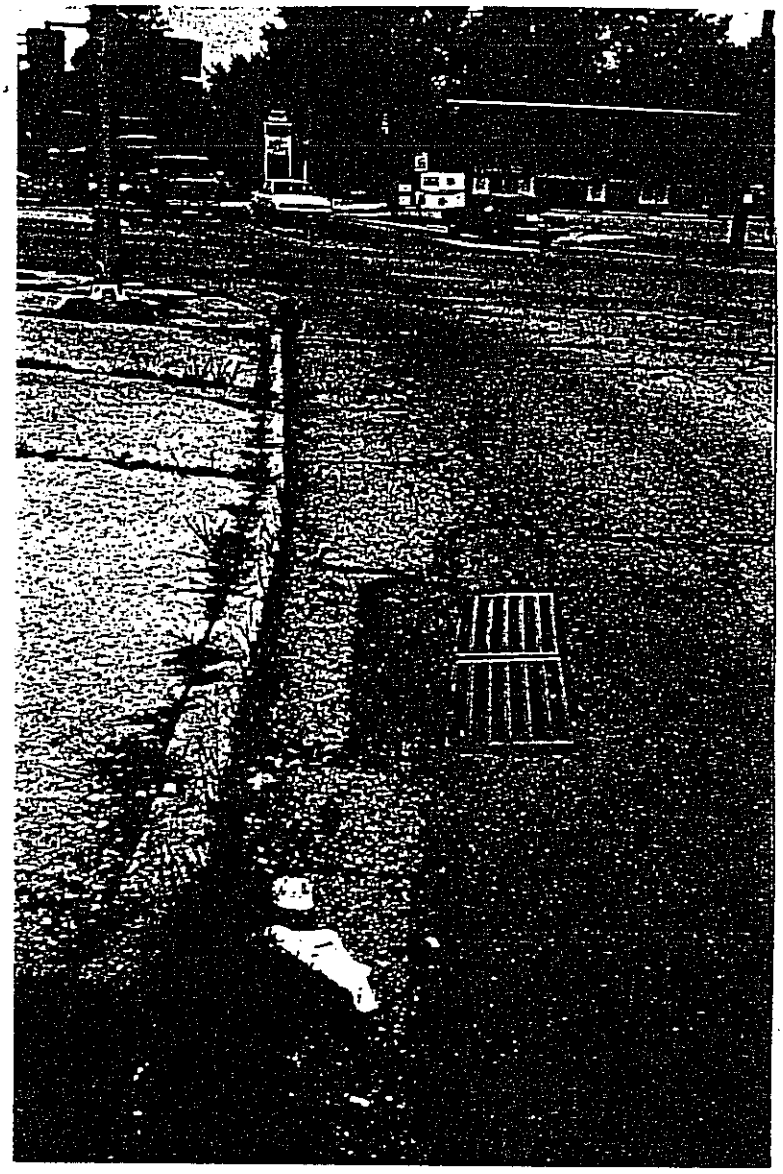
PCI RATING SCALE

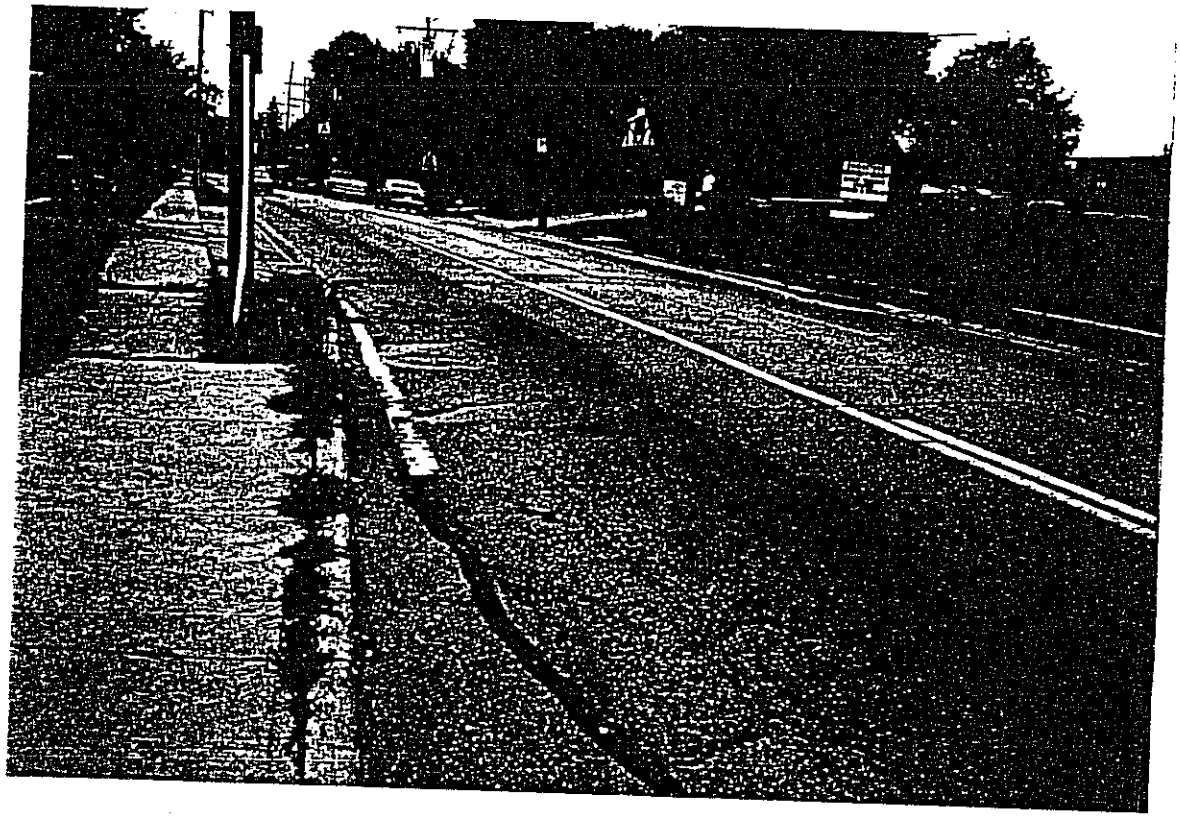


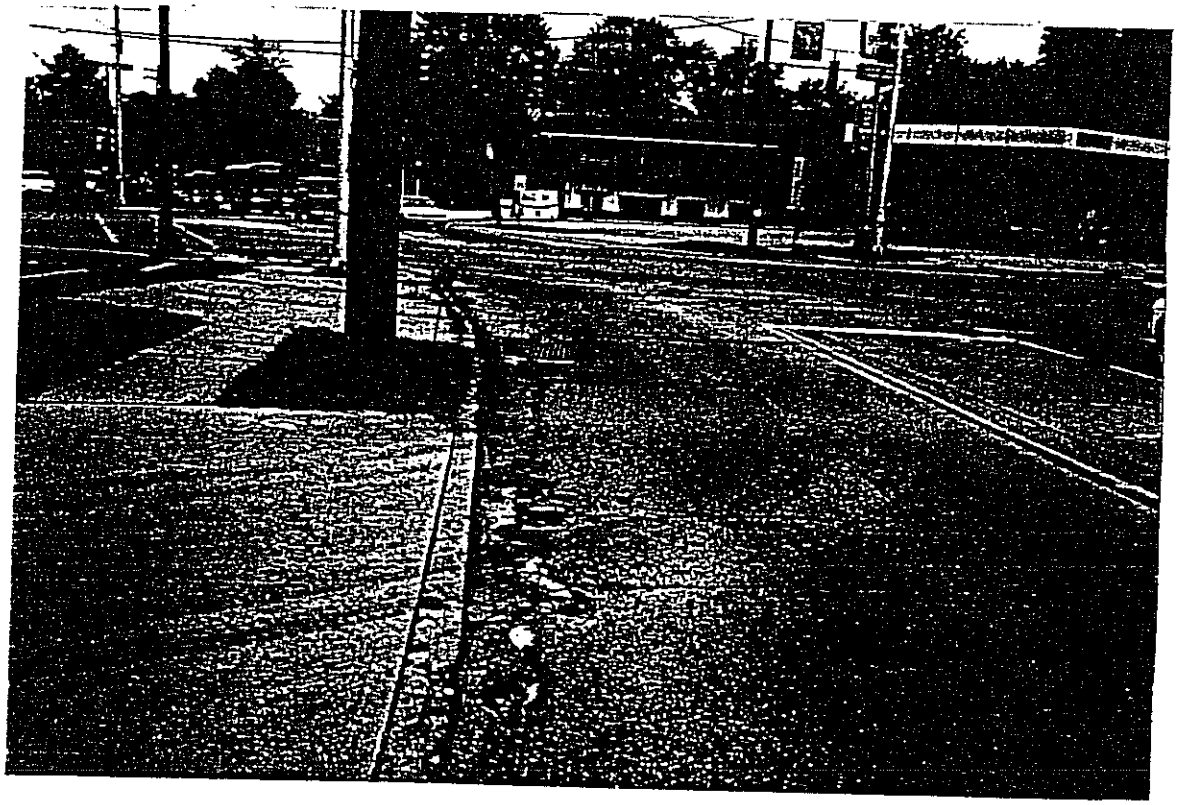


SIDEWALKS ON BRIDGE OVER WESTWOOD N. BLVD.

RACE ROAD







RACE ROAD

ADDITIONAL SUPPORT INFORMATION

For Program Year 1997 (July 1, 1997 through June 30, 1998), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items may be required by the Support Staff if information does not appear to be accurate.

1) What is the condition of the existing infrastructure to be replaced, repaired, or expanded? For bridges, submit a copy of the current State form BR-86.

Closed _____ Poor __X__
Fair _____ Good _____

Give a brief statement of the nature of the deficiency of the present facility such as: inadequate load capacity (bridge); surface type and width; number of lanes; structural condition; substandard design elements such as berm width, grades, curves, sight distances, drainage structures, or inadequate service capacity. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded.

Race Road: Current roadway is three 12'lanes. The proposed project will widen the roadway 6' to 42' b/b and allow for four 10.50' lanes. This is necessary to carry the current traffic load. The pavement is deteriorated and base repair/replacement will be necessary. The storm drainage is inadequate and needs updated and brought up to current standards.

2) If State Capital Improvement Program funds are awarded, how soon (in weeks or months) after receiving the Project Agreement from OPWC (tentatively set for July 1, 1996) would the project be under contract? The Support Staff will be reviewing status reports of previous projects to help judge the accuracy of a particular jurisdiction's anticipated project schedule.

__5__ weeks/months (Circle one)

Are preliminary plans or engineering completed? Yes No

Are detailed construction plans completed? Yes No

Are all right-of-way and easements acquired?* Yes No N/A

*Please answer the following if applicable:

No. of parcels needed for project: __55__ Of these, how many are Takes __0__, Temporary __46__, Permanent __9__

On a separate sheet, explain the status of the ROW acquisition process of this project for any parcels not yet acquired.

Are all utility coordinations completed? Yes No N/A
Give an estimate of time, in weeks or months, to complete any item above not yet completed. __9__ weeks/months

SCIP/LTIP PROGRAM
ROUND 11 - PROGRAM YEAR 1997
PROJECT SELECTION CRITERIA
JULY 1, 1997 TO JUNE 30, 1998

ADOPTED BY THE INTEGRATING COMMITTEE
May 24, 1996

JURISDICTION/AGENCY: HAMILTON COUNTY

NAME OF PROJECT: RACE ROAD

PRELIMINARY SCORE FOR THIS PROJECT: 59

FINAL SCORE FOR THIS PROJECT: 59

RATING TEAM: 1

1) If *SCIP/LTIP* funds are granted, when would the construction contract be awarded? *POINTS* 10

10 Points - Will be under contract by end of 1997 and no delinquent projects in Rounds 8 & 9.

5 Points - Will be under contract by March 30, 1998 and/or jurisdiction has had one delinquent project in Rounds 8 & 9.

0 Points - Will not be under contract by March 30, 1998 and/or jurisdiction has had more than one delinquent project in Rounds 8 & 9.

2) What is the physical condition of the existing infrastructure to be replaced or repaired? 15

25 Points - Failed
23 Points - Critical
20 Points - Very Poor
17 Points - Poor
15 Points - Moderately Poor
10 Points - Moderately Fair
5 Points - Fair Condition
0 Points - Good or Better

12 LAST YEAR

NOTE: If the infrastructure is in "good" or better condition, it will ***NOT*** be considered for *SCIP/LTIP* funding unless it is an expansion project that will improve serviceability.

3) If the project is built, what will be its effect on the facility's serviceability? Documentation is required.

5 Points - Project design is for future demand.
4 Points - Project design is for partial future demand.
3 Points - Project design is for current demand.
2 Points - Project design is for minimal increase in capacity.
1 Point - Project design is for no increase in capacity.

4

4) How important is the project to ***HEALTH, SAFETY, AND WELFARE*** of the public and the citizens of the District and/or service area?

10 Points - Highly significant importance, with substantial impact on all 3 factors.

10

8 Points - Considerably significant importance, with substantial impact on 2 factors, or noticeable impact on all 3 factors.

6 Points - Moderate importance, with substantial impact on 1 factor or noticeable impact on 2 factors.

4 Points - Minimal importance, with noticeable impact on 1 factor

2 Points - No measurable impact

5) What is the overall economic health of the jurisdiction?

10 Points
8 Points
6 Points
4 Points
2 Points

6

6) What matching funds are being committed to the project, expressed as as a percentage of the ***TOTAL CONSTRUCTION COST?*** Loan and Credit Enhancement projects automatically receive 5 points, and no match is required. All grant funded projects require a minimum of 10% matching funds.

5 Points - 50% or more
4 Points - 40% to 49.99%
3 Points - 30% to 39.99%
2 Points - 20% to 29.99%
1 Point - 10% to 19.99%

3

7) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure? *POINTS MAY ONLY BE AWARDED IF THE END RESULT OF THE PROJECT WILL CAUSE THE BAN TO BE LIFTED.*

5 Points - Complete ban
3 Points - Partial ban
0 Points - No ban of any kind

0

8) What is the total number of existing daily users that will benefit as a result of the proposed project? Appropriate criteria include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

5 Points - 16,000 or more
4 Points - 12,000 to 15,999
3 Points - 8,000 to 11,999
2 Points - 4,000 to 7,999
1 Point - 3,999 and under

5

9) Does the infrastructure have regional impact? Consider originations and destinations of traffic, functional classifications, size of service area, number of jurisdictions served, etc.

5 Points - Major impact
4 Points -
3 Points - Moderate impact
2 Points -
1 Point - Minimal or no impact

3

10) Has the jurisdiction enacted the optional $5 license plate fee, an infrastructure levy, a user fee, or a dedicated tax for infrastructure and provided certification of which fees have been enacted?

5 Points - Two of the above
3 Points - One of the above
0 Points - None of the above

3

3) How will the proposed project impact the general health, safety and welfare of the service area? (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, health hazards, user benefits, commerce, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data.

Widening to 42' b/b and adding a "drop off" lane at the elementary school will directly impact the safety issue. This will allow striping for four lanes, and allow school children to be dropped off to school, either by car or by bus, safely. It impacts the health issue by eliminating the storm drainage backup on Marie Avenue and Raceview Drive, and by the installation of a new upgraded sanitary sewer line. It impacts the welfare issue by allowing for easier access to homes and businesses in the area.

4) What type of funds are to be utilized for the local share for this project?

Federal _____ ODOT _____ Local X

MRF _____ OWDA _____ CDBG _____

Other _____

Note: If MRF funds are being used for the local share, the MRF application must have been filed by August 1, 1996 for this project with the Hamilton County Engineer's Office.

The minimum amount of matching funds for grant projects (local share) must be at least 10% of the TOTAL CONSTRUCTION COST. What percentage of matching funds are being committed to this project?

10 %

5) Has any formal action by a federal, state, or local government agency resulted in a complete or partial ban of the use or expansion of use for the involved infrastructure? (Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits.) A copy of the approved legislation must be submitted with the application. THE BAN MUST HAVE AN ENGINEERING JUSTIFICATION TO BE VALID.

Complete Ban _____ Partial Ban _____ No Ban X

Will the ban be removed after the project is completed?

Yes _____ No _____

6) What is the total number of existing users that will benefit as a result of the proposed project?

ADT = 34,975 (See the attached data for documentation)

For roads and bridges, multiply current documented Average Daily Traffic by 1.20. For public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. NOTE: DOCUMENTATION MUST BE PROVIDED FOR COUNTS OF 4,000 ADT AND ABOVE, AND HAVE THE DOCUMENTATION CERTIFIED BY EITHER A LICENSED ENGINEER OR AN OFFICIAL OF THE SUBDIVISION.

7) Has the jurisdiction developed a Five Year Capital Improvement Plan as required in O.R.C., chapter 164?

Yes X No _____

8) Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

Race Road is one of the most heavily travelled roads in the area. This road carries traffic from Bridgetown Road as far north as West Fork Road. It also connects to many of the main county roads in the area. It affects the lives of most of the residents in Green Township and the city of Cheviot. It is one of the few north-south roads in the area.

9) For expansion projects, please provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS F Proposed LOS C

If the proposed LOS is not "C" or better, explain why LOS "C" cannot be achieved. (Attach separate sheets if necessary.)

Please see the attached information.

ADDENDUM TO THE RATING SYSTEM DEFINITIONS/CLARIFICATIONS

Criterion 1 - *ABILITY TO PROCEED*

The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently cancelling the same after the bid date on the application may be considered as having a delinquent project.

Criterion 2 - *CONDITION*

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, or health, safety and welfare issues. Condition is rated only on the existing facility being repaired or abandoned. If the existing facility is not being abandoned or repaired, but a new facility is being built, it shall be considered as an expansion project. (Documentation may include ODOT BR-86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included with the original application.)

Definitions:

FAILED CONDITION - Requires complete reconstruction where no part of the existing facility is salvageable. (e.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non-functioning and replacement parts are unavailable.)

CRITICAL CONDITION - Requires moderate or partial reconstruction to maintain integrity. (e.g. Roads: reconstruction of roadway, curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

VERY POOR CONDITION - Requires extensive rehabilitation to maintain integrity. (e.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

POOR CONDITION - Requires standard rehabilitation to maintain integrity. (e.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.)

MODERATELY POOR CONDITION - Requires minor rehabilitation to maintain integrity. (e.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair; Hydrants: functional and replacement parts are available.)

MODERATELY FAIR CONDITION - Requires extensive maintenance to maintain integrity. (e.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

FAIR CONDITION - Requires routine maintenance to maintain integrity. (e.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

GOOD OR BETTER CONDITION - Little or no maintenance required to maintain integrity.

Criterion 4 - *HEALTH, SAFETY & WELFARE*

Definitions:

SAFETY - The design of the project will prevent accidents, promote safer conditions, and eliminate or reduce the danger of risk, liability, or injury.

EXAMPLES: Widening existing roadway lanes to standard lane widths; Adding lanes to a roadway or bridge to increase capacity or alleviate congestion; replacing old or non-functioning hydrants; increasing capacity to a water system, etc.

HEALTH - The design of the project will improve the overall condition of the facility so as to reduce or eliminate disease; or correct concerns regarding the environmental health of the area.

EXAMPLES: Improving or adding storm drainage or sanitary facilities; replacing lead joints in water lines;

WELFARE - The design of the project will promote economic well-being and prosperity.

EXAMPLES: Project has the potential to improve business expansions or opportunities in the area; project will improve the quality of life in the area;

PLEASE NOTE: The examples listed above are NOT a complete list, but only a small sampling of situations that may be relevant to any given project. Each project is looked at on an individual basis to determine if any aspects of this rating category apply.

Criterion 9 - *REGIONAL IMPACT*

Definitions:

MAJOR IMPACT - Roads: major multi-jurisdictional route, primary feed to an interstate, Federal Aid Primary routes; Underground: primary water or sewer main serving and entire system; Hydrants: multi-jurisdictional.

MODERATE IMPACT - Roads: principal thoroughfares, Federal Aid Urban routes; Underground: primary water or sewer main serving only part of a system; Hydrants: all hydrants in a local system serving only one jurisdiction.

MINIMAL/NO IMPACT - Roads: cul-de-sacs, subdivision streets; Underground: individual water or sewer main not part of a large system; Hydrants: only some hydrants in a local system serving only one jurisdiction.